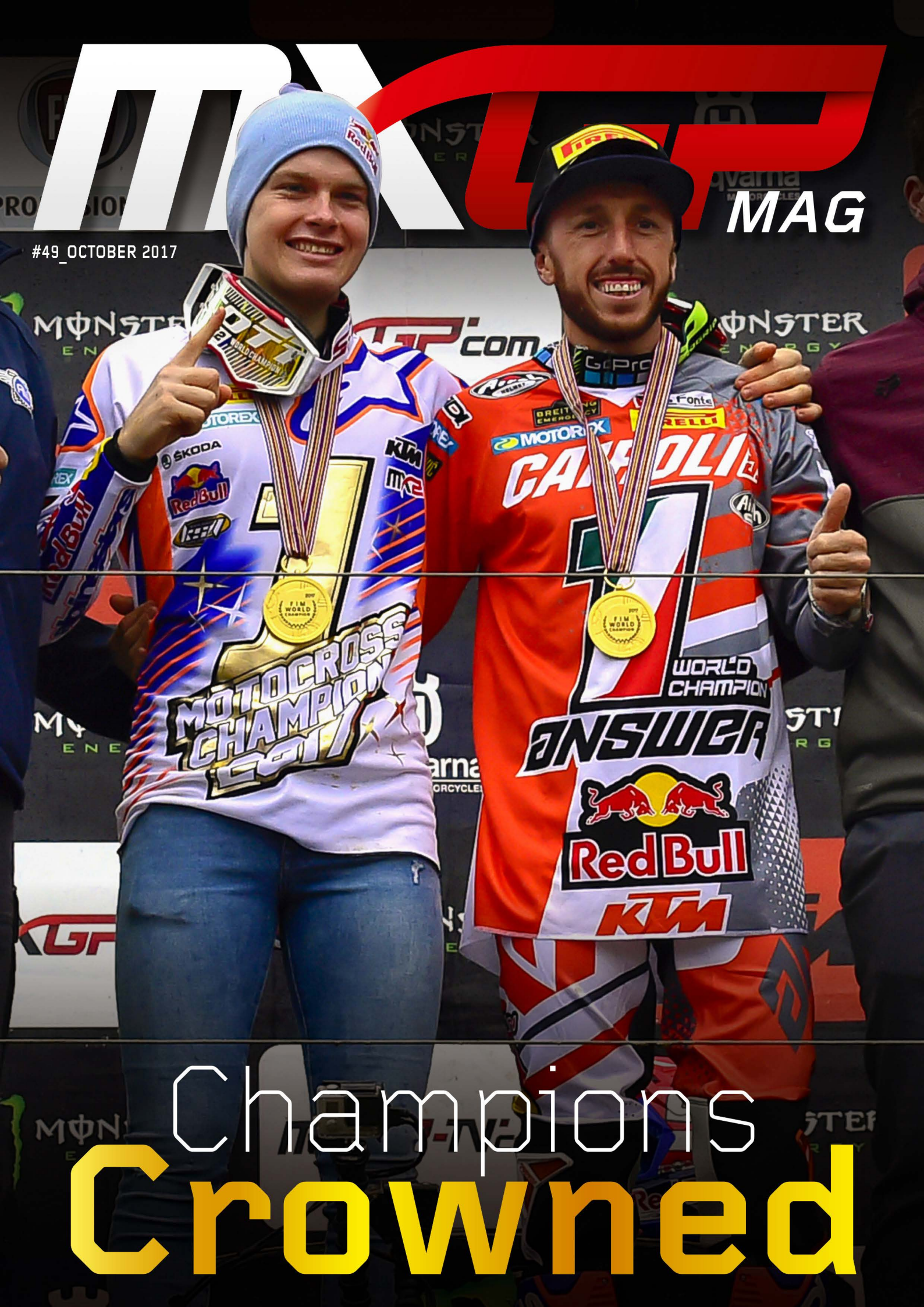


#49 OCTOBER 2017



# Champions Crowned





# POWER IN THE RAW

## FACTORY 43

The Factory 43 ECT features the latest in FMF Performance Chamber Technology™, a cutting edge internal design delivering broad, usable power gains. The 4.3L's shorter overall length makes it less susceptible to crash damage, and moves the muffler closer to the motor to conserve space and improve breathing. Run the Factory 43 ECT and experience Factory Forward Engineering.

BUILD A FULL  
SYSTEM BY  
ADDING A  
MEGABOMB  
HEADS



[FMFACING.COM](http://FMFACING.COM)

**PARTS  
EUROPE**

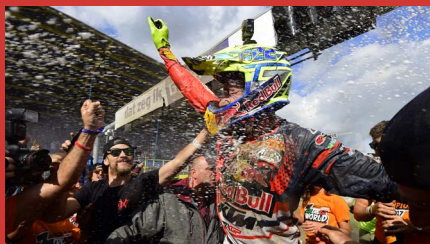
# INDEX



COOL SHOT



RACING CATCH UP



RIDER OF THE MONTH

Antonio Cairoli



HALL OF FAME

Jacky Martens

07

08

16

20

28

32

38

40

44

48

50

54

58

62



MONSTER  
GIRLS

## MXGP MAG:

Chief Editor: Marionna Leiva  
Photos: Youthstream

YOUTHSTREAM Media  
World Trade Center II  
Rte de Pré-Bois 29  
1215 Geneva 15 Airport  
Switzerland

MXGP Mag #49 October 2017

The articles published in this magazine do not necessarily reflect the official position of Youthstream.

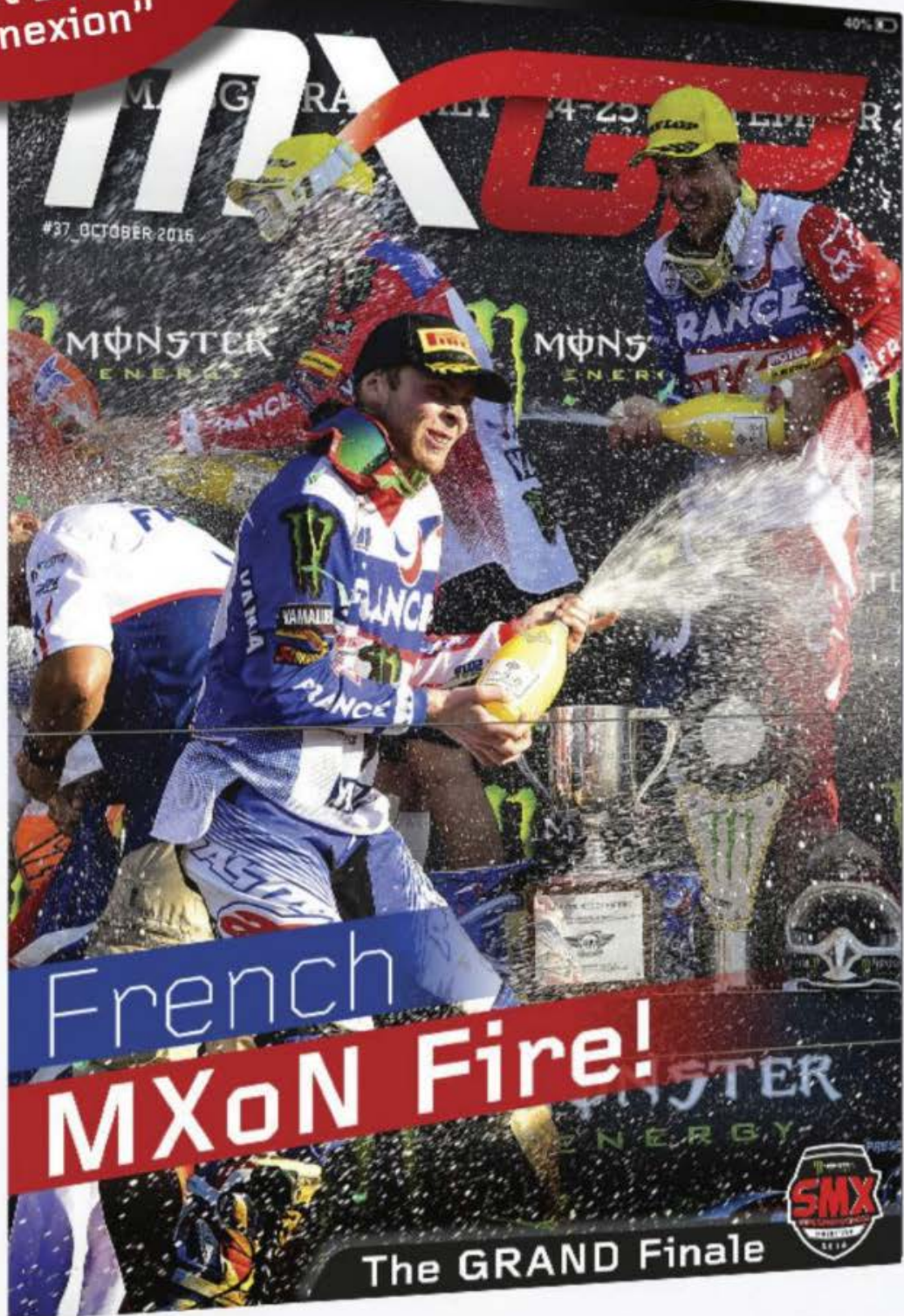
Then content of this publication is based on the best knowledge and information available at the time the articles were written.

The copying of articles and photos even partially is forbidden unless permission has been requested from Youthstream in advance and reference is made to the source (©Youthstream).



OFFLINE MODE:

"Read and watch the  
videos of the  
MXGP Mag whenever  
and wherever  
without Internet  
connexion"





*Download* the  
**MXGP** MAG

**FREE** on Apple Store  
or Google Play



Available on the  
**App Store**



GET IT ON  
**Google play**

**+ videos**

**+ photos**



Look for the **MXGP** logo  
and watch exclusive videos





**4X**  
MATERIAL  
**Original**

THE TOOL THAT FITS LIKE A GLOVE.®

US: 800.222.4296 | [WWW.MECHANIX.COM](http://WWW.MECHANIX.COM)

#mechanix





# EDITORIAL



**Giuseppe Luongo**  
**President of Youthstream Group**

Dear MXGP Friends,

A special tribute goes to Antonio Cairoli for his very well deserved 9th World Championship title. He controlled the entire season, managing to be consistently on the top with numerous victories, while understanding when he wasn't able to win to accept a good position – the perfect Championship. This year Cairoli had to face tough competition with the likes of the young former MXGP World Champion, Tim Gajser, who was extremely fast at the beginning of the season, and then Jeffrey Herlings, who, after recovering from the injury he incurred just before the season started, put on outstanding performances. But at the end of the day the

season is long and demanding, and the fastest rider who makes the less mistakes will win, and Tony didn't commit any error.

Winter preparation is essential to a successful season, and it was obvious at the first races, where Tony showed his competitors he was a force to be reckoned with, that Tony had done his groundwork during the off-season. Today Antonio Cairoli is 2nd in the number of Motocross World Championship titles, and I believe he has his eyes on becoming 1st, which will not be an easy task with the fierce competition with riders like Herlings, Gajser, Febvre and many other talented and hungry riders who, themselves, want to break records in the fu-

ture, but Tony has the talent, the preparation, the experience, the will and the fire inside to not give up and continue to try and win, and there's still a very good possibility for him considering a career in MXGP is longer than many other similar disciplines (until about 33-34 years old).

Jeffrey Herlings made an impressive rookie MXGP season, because after struggling at the beginning of the season and finally getting his first MXGP podium in Valkenswaard he proved his speed and showed his crave for victories, in fact he is the rider who had the most heat wins (12). He will be a serious contender for the MXGP title for many years to come.

A big tribute goes also to the



2017 MX2 World Champion, Pauls Jonass, who made an impeccable season. Jeremy Seewer put up a good fight but the Latvian rode very intelligently and kept a consistent, safe distance between himself and Seewer, and managing to bring the title home at the last race in France.

The 2017 MXGP season has been one of the best in history; 19 events organized at a very high level touching the whole world with a show 2nd to none. Local organizers are making a great job in welcoming the MXGP circus and they are making huge efforts in producing very professional events. The number of spectators, sponsors and VIP at events have significantly grown, and inter-

est from fans from all over the world have increased by 30% compared to recent years, and this is particularly thanks to social media (MXGP has recently reached 2 million likes), MXGP-TV (bringing Saturday's and Sunday's racing into every home throughout the world) and the web-site. Tracks are more and more spectacular, they are becoming more and more technical, tougher, and especially there is not one the same.

Now we are ready to honour our sport with the best race in the world, the 2017 Monster Energy Motocross of Nations presented by Fiat Professional at the prestigious venue of Matterley Basin in Great Britain. Annually, the Motocross of Na-

tions celebrates our sport; if riders are the main actors at MXGP races, at the Motocross of Nations the main actors are the riders and the public! The public play a huge role at this event, coming from every part of the world to support their country's team, they have out-of-this-world costumes, they make a great deal of noise and they always have outrageous parties. The fans are the engine of this event. This year in Winchester we're expecting it to be even bigger and louder than ever because fans have broken all previous years' pre-selling records. If you've managed to get a hold of a VIP ticket, then you're going to have the time of your life. If you're coming to the event or if you're going to be watching on MXGP-TV or TV you're going to witness a marvellous event.



# WATCH LIVE

FRIDAY, SATURDAY  
& SUNDAY LIVE



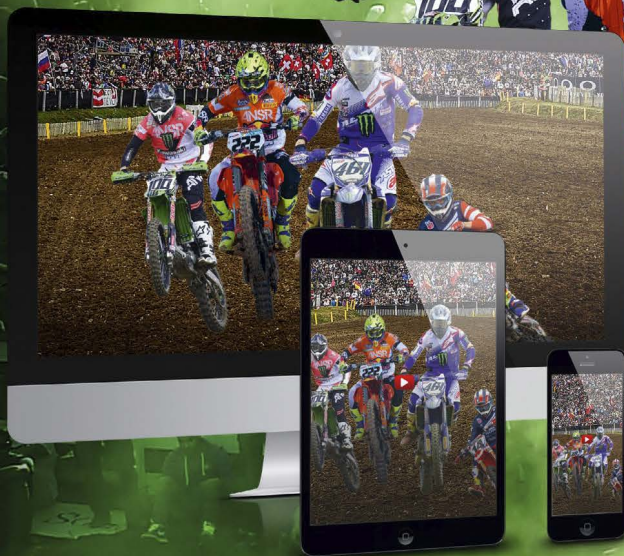
MONSTER  
ENERGY

MXGP



PRESENTED BY

PROFESSIONAL



SIGN IN TO  
**MXGP-TV.com**  
and you are ready to Go



Available on  
multiple devices

Follow MXGP :



YouTube































# THE FINAL RECKONING

With two rounds' still to run in the FOX Holeshot competition and with Jorge Prado all but claiming the FOX loot in Sweden, all eyes were on to see where the young rookie Spaniard would take the title, as opposed to if he would take it. And with Cairoli claiming the MXGP FOX Holeshot crown in Sweden it was almost a foregone conclusion that it would be a KTM double win.

## MX2

The Monster Energy MXGP of The USA at the WW Motocross Park in Jacksonville, Florida, was going to be a test of out and out horsepower with its long, loamy start straight and having notched up the most 'Black Plates' until this point all bets were on; and they were ALL placed on Jorge Prado taking that one holeshot that would push him over the line to claim the title. However, when the gate dropped, the unimaginable happened; Prado and his Red Bull KTM teammate Pauls Jonass collided just metre's past the steel's, leaving Rockstar Energy Husqvarna's Thomas Covington to take his 5th FOX Holeshot of the season, which in turn meant the title of the most Black Plates did in fact go to Prado, as Jonass needed to claim the final 6 holey's of the season, starting in the USA. And just for good measure, TC64 made

it a FOX Holeshot double, when he narrowly edged out eventual double-race winner RJ Hampshire, for the 7th time of the season.

With both FOX Holeshot competitions signed, sealed and delivered for another year the next four moto's would be about pride. In the deep sand of Assen, world title candidate Pauls Jonass showed no signs of championship nerves as he darted from the outside to pull off his 9th Black Plate of the season. Even more impressive was the fact that he'd had a disastrous Qualifying Race 24 hours earlier, a race where he did look nervous. The Latvian edged a step closer to the title with an impressive victory in Race 1.

In the second MX2 race, young British hopeful Conrad Mewse pulled clear of the pack to add a second FOX Holeshot Black Plate to the one he collected at Loket to move himself up to 4th in the standings.

With Pauls Jonass and Jeremy Seewer the only riders mathematically capable of winning the MX2 world championship coming into the final round, circuit conditions were as bad as they had been all weekend due to the persistent rainfall. If ever a good start was needed, it was now and just like a week prior Pauls Jonass nailed

the FOX Holeshot for the 10th time, only to throw it away in Turn 2 after colliding with the HRC MX2 stand-in rider Jed Beaton. Beaton remained upright, but PJ41 ate 'clay pie' at the most crucial point of his season. Suzuki World MX2 rider Seewer failed to advance past eventual race winner Covington, whereas Jonass charged through to 5th which was enough for him to be crowned MX2 World Champion.

In Race 2 Thomas Covington guided his Rockstar Energy Husqvarna over the FOX Holeshot line for the 8th time this season, eventually crossing the finish line in 2nd behind Hunter Lawrence to claim the final GP victory of 2017.

**\*\*IMPRESSIVE FACT** – Austria dominated the MX2 Fox Holeshot contest in 2017 with 35 out of 38 holeshots won between KTM and Husqvarna. KTM took 2, Husqvarna 10, Suzuki 2, Yamaha 1.

## MXGP

With the FOX Holeshot title in his back pocket for another season, Red Bull KTM's Antonio Cairoli failed to deliver leaving it to Max Nagl on his Rockstar Energy Husqvarna; the German pushed Cairoli until the final round last year, but the new mesh system clearly hasn't worked in his fa-



your. Nagl's FOX Holeshots at the WW was only his 2nd of the season. Race 2 however saw Cairoli come back to life crossing the FOX line for the 14th time, in a race that saw him and his teammate Jeffrey Herlings stand toe-to-toe as the '222' chased his 9th title; a rare Cairoli mistake mid-race meant he would have to wait at least another week to claim the 'Big One'.

After returning from the USA without the world championship crown, Antonio Cairoli needed a lonely 16th place finish in Race 1 to be King for 9th time if Herlings were to take the win, and the Sicilian got off to a flyer, a sure sign that he meant business. When TC222 crossed the FOX Holeshots line, he did so for the 15th time. Close behind him was his main rival Herlings, who having lost a home GP earlier in the year

wasn't about to be denied again, and certainly not by his teammate. The two riders put on an MXGP masterclass; Herlings may have won the race but it was Cairoli who was crowned world champion for the 9th time.

In MXGP Race 2 it was Max Nagl's Rockstar Energy Husqvarna that crossed the line for the 3rd time; FOX Holeshots on consecutive weekends, really? Nagl could have done with this bike set-up earlier in the season, clearly!

The final two moto's of 2017 at Villars sous Ecot, France, saw two MXGP rookies nail the FOX Holeshots. In Race 1 it was the Rockstar Energy Husqvarna of Max Anstie for the 2nd time this season and in MXGP Race 2 it was Jeffrey Herlings who crossed the line first. For Herlings, it was the FIRST TIME the Red Bull KTM

rider had crossed the line for the holeshots win.

**\*\*FACT** – KTM and Husqvarna were once again the dominant force taking 25 of the 37 holeshots on offer; there was no MXGP Race 2 in Indonesia. KTM 18, Husqvarna 7, Honda 5, Yamaha 4, Kawasaki 2, Suzuki 1. Every manufacturer scored a holeshots in MXGP in 2017.

#### MX2 Table

Jorge Prado 14  
Paul's Jonass 10  
Thomas Covington 8

#### MXGP Table

Antonio Cairoli 15  
Tim Gajser 4  
Romain Febvre 4  
Nagl 3





# I RIDE TO WIN.



**GEOMAX**  
**MX-71**



**GEOMAX**  
**MX-95**



**GEOMAX**  
**MX-52**



**GEOMAX**  
**MX-71**

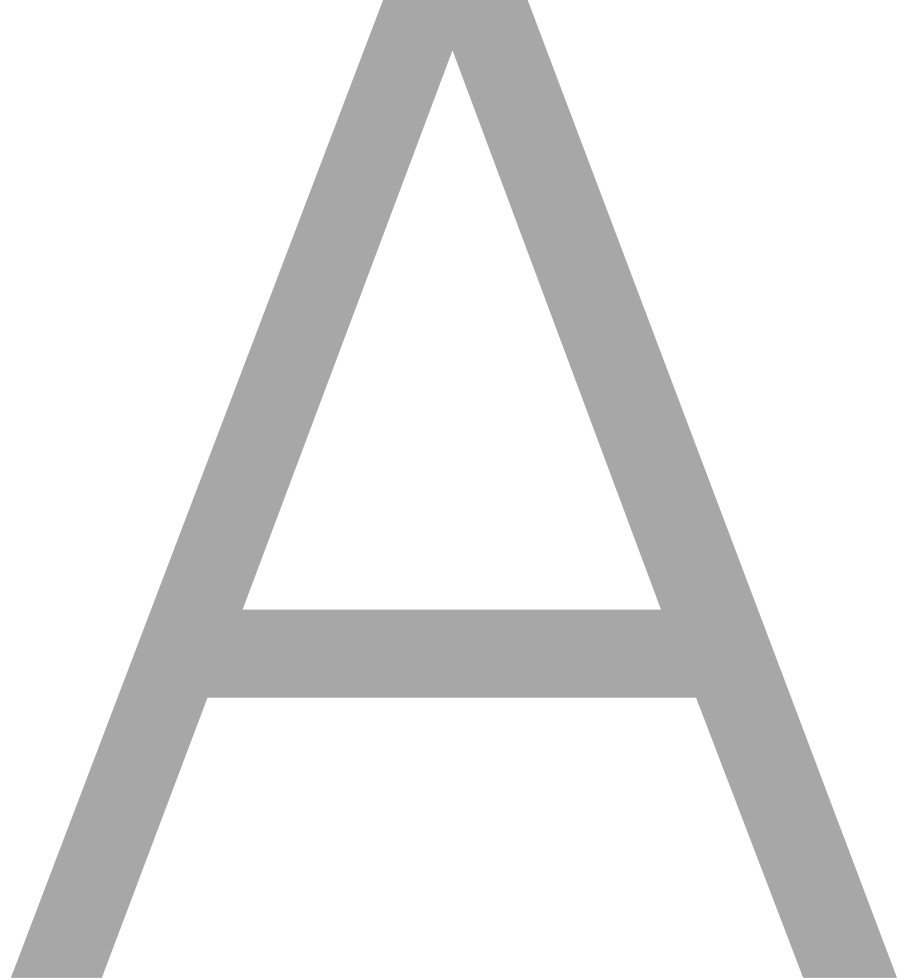
Champions demand superb performance and Geomax tyres deliver. In the last MXGP season we helped riders secure several overall GP wins on the toughest terrain. No wonder top riders choose Dunlop tyres again and again.

 **DUNLOP**  
FOREVER FORWARD









# ACROSS THE ATLANTIC AND BACK: RACE RECAP









The final three rounds of MXGP's 2017 season all took place in the last month and from the United States to France the racing was of the highest level. A lot happens in the MXGP paddock from set up to tear down with racing in between. This article is a recap of the final three rounds including what you may have missed on MXGP's trip to across the Atlantic and back.

Prior to the Monster Energy MXGP of USA Jeffrey Herlings was on a roll winning races, but when a mechanical issue halted his progress in Sweden, his championship hopes were grim. On the oth-

er hand for Antonio Cairoli the trip to the USA was one which he could claim the title at.

The week prior to the USGP Herlings made the trip early and tried his hand at racing against the best America had to offer in their national championship. Herlings swept the races and took the win giving him a boost of confidence heading to Florida where if he wanted to keep the championship race going for another weekend, he would need to finish better in the overall than Cairoli. For Cairoli it was the exact opposite scenario he was in need of, placing better in the over-

all for him meant the title.

When racing came in America some of the best joined in such as Monster Energy Kawasaki Racing Team's Eli Tomac and Yamaha's Cooper Webb. To the disappointment of Webb a crash in practice would end his weekend. Meanwhile, Tomac, self admittedly, struggled in both Qualifying and practice prior to Sunday's Racing.

When the gate dropped on Sunday Tomac's struggles appeared to be over as he took the lead and race one win while Herlings came back from a bad start. At the end of the weekend the champi-





onship stayed alive into Assen as Herlings took the overall with a strong race 2 result.

As the MXGP crew headed back to Europe, the MXGP of the Netherlands' Assen circuit served as the penultimate stop. The home GP for Jeffrey Herlings would again be a chance for Cairoli to take the title and so he did after Sunday's Race 1.

As Jeffrey crossed the finish line and won the race Cairoli followed and knew that the championship was his. The excitement of the Sicilian and the team was evident as the fans cheered for both Cairoli's 9th world title and for their fellow countryman's race win.

After the celebration racing was back under way and Herlings again took the win and overall. Meanwhile Romain Febvre took second which would be only his second time on the podium in 2017 after the first came in Sweden.

While the MXGP championship was decided in Assen, the MX2 title would have to wait for the MXGP of Pays de Montbéliard in France, the last race of the year. Pauls Jonass and Jeremy Seewer had battled throughout the season but Jonass always seemed to have the slight advantage.

Coming to France Jonass' advantage was clear as he only

needed to play 12th or higher in race 1 to take the title. For Seewer the conditions could have been better for his chances as rain battered the circuit the night before the final racing of the season leaving anything as a possibility. It wasn't meant to be though as Jonass finished well inside the top 12 and took the title much to Seewer's dismay.

With the two titles wrapped up and celebrations completed the attention now turns to the upcoming Monster Energy FIM Motocross of Nations Presented by Fiat Professional which will see a return to the 2006 Motocross of Nations venue, Matterly Basin, UK.









# FIM Motocross World Championship

## Standings

### MXGP CHAMP. STANDINGS

1. A.Cairolì (ITA, **KTM**) , 722 points
2. J.Herlings (NED, **KTM**) , 672 p.
3. G. Paulin (FRA, **HUS**) , 602 p
4. C. Desalle (BEL, **KAW**) , 544 p.
5. T. Gajser (SLO, **HON**) , 530 p.
6. R. Febvre (FRA **YAM**) 519 p.
7. J. VanHorebeek (BEL, **YAM**) , 443 p.
8. M. Nagl (GER, **HUS**) , 439 p.
9. M. Anstie (GBR, **HUS**) , 436 p.
10. G.Coldenhoff (NED, **KTM**) , 424 p.



### MX2 CHAMP. STANDINGS

1. P. Jonass (LAT, **KTM**) , 771 points
2. J. Seewer (SUI, **SUZ**) , 732 p.
3. T. Olsen (DEN, **HUS**) , 579 p.
4. T. Covington (USA, **HUS**) , 532 p.
5. B. Paturel (FRA, **YAM**) , 504 p.
6. J.Lieber (BEL, **KTM**) , 490 p.
7. J. Prado (ESP, **KTM**) , 460.
8. B. Bogers (NED, **KTM**) , 407 p.
9. H. Lawrence (AUS, **SUZ**) , 395.
10. B. Vandoninck (BEL, **YAM**) , 309

### MXGP MANUFACTURERS

- |              |                   |
|--------------|-------------------|
| 1. KTM       | <b>834</b> points |
| 2. Husqvarna | <b>689</b> points |
| 3. Yamaha    | <b>659</b> points |
| 4. Honda     | <b>631</b> points |
| 5. Kawasaki  | <b>584</b> points |
| 6. Suzuki    | <b>440</b> points |



### MX2 MANUFACTURERS

- |              |                   |
|--------------|-------------------|
| 1. KTM       | <b>848</b> points |
| 2. Suzuki    | <b>766</b> points |
| 3. Husqvarna | <b>728</b> points |
| 4. Yamaha    | <b>623</b> points |
| 5. Kawasaki  | <b>414</b> points |
| 6. Honda     | <b>370</b> points |
| 7. TM        | <b>156</b> points |

## GoPro Videos Performances

**585,173** Views on MXGP-TV Youtube Channel

### Best 2017 GoPro Video

First GoPro Lap with Adam Sterry at the MXGP of Indonesia **68,954** Views

### GoPro Posts on MXGP Facebook Page

More than **3 Million** Reach

Post Reach Average: **164,000**

**90,000** Actions





READY TO RACE  
»www.ktm.com

# LIGHT AS HELL HEAVENLY FAST

## THE KTM 350 SX-F

Lightning fast acceleration, agility in the air and stability in the turns make the 2017 model the ultimate motocross weapon. This frighteningly fast dirt-destroyer is as light as a 250-F and as powerful as a 450. The perfect READY TO RACE combination.



**KTM**





11  
MX  
to





Years in the Making  
KoN's Returns  
Matterly Basin





The biggest event of 2017, the Monster Energy FIM Motocross of Nations presented by FIAT Professional, is upon us at the amazing and historic Matterly Basin circuit in the UK. The 71st running of the event will bring 39 nations together from countries as far as Brazil and exotic as Thailand or Iran.

The venue is known as one of the best in the world with its grassy hills and natural terrain. The track this year has been updated with new additions and a longer track length sure to give the tens of thousands of fans expected epic racing. Last time the circuit hosted the Motocross of Nations was in 2006 and it provided not only some of the best racing, but also one of the best atmospheres of any Motocross of Nations.

On the topic of atmosphere and supreme racing, last year's Monster Energy Motocross of Nations presented by FIAT

Professional in Maggiora, Italy, is not one to forget. Scores of fans filled the hillsides and cheered for their countrymen in the patriotic battle. Last year it was team France who edged out the competition by 1 point but with a swarm of new competitors this year may see a new holder of the Chamberlain trophy.

Multi-time and defending champions Team France again possess a strong team led by Rockstar Energy Husqvarna Factory Racing's Gautier Paulin. The experienced French rider comes off a strong season in the MXGP World Championship where he won the MXGP of Europe in Valkenswaard and took third overall in the championship standings.

Joining Paulin is Monster Energy Yamaha Factory MXGP's Romain Febvre and Rockstar Energy Husqvarna Factory Racing's Christophe Charlier.

Febvre struggled in the early part of the 2017 season but has finished strong reaching the podium in two of the last four rounds while Charlier fills in for the injured Dylan Ferrandis and Benoit Paturel.

Runner-up in 2016 was team The Netherlands as they lost out by a single point. The 2017 team will again pose as a strong threat to the win with Red Bull KTM Factory Racing's Jeffrey Herlings and Glenn Coldenhoff plus MX2 HSF Motorsports rider Brian Bogers.

Herlings has been the man to beat in the MXGP championship during the second half of the season scoring 6 overall victories in 2017. Herlings finished second in the MXGP championship in his rookie year and will take his much improved 450cc experience into the UK. Glenn Coldenhoff and Brian Bogers are not to be counted out either as both have shown the speed



required to fight at the top of the standings throughout their 2017 campaign.

Team USA is always in everybody's bets when speaking of a potential winner. The last time the Motocross of Nations was celebrated in Matterly Basin in 2006 the Americans won in impressive fashion. This year team USA will be composed by HRC's Cole Seely along with Rockstar Energy Husqvarna Factory Racing's Zach Osborne and Thomas Covington.

Osborne is a prior MX2 World Championship racer and will look to use his experience racing abroad to help him this weekend. Thomas Covington may be an American by blood but he has been riding, racing and training for years in Europe and comes off of several strong results in 2017 including various race wins and two overall victories as recent as Villars sous Ecot.

The home country, Great Britain, will indeed have the crowd behind them. The team is made up by Monster Energy DRT Tommy Searle plus Rockstar Energy Husqvarna Factory Racing's Max Anstie and Dean Wilson. Anstie has momentum on his side as he was on the podium 3 times in his 2017 rookie MXGP campaign and 2 of them came at the last 2 rounds.

Team Belgium is another podium contender with top riders such as Team Suzuki World MXGP's Kevin Strijbos, Monster Energy Yamaha Factory MXGP's Jeremy Van Horebeek and Kemea Yamaha Official MX Teams Brent Van Doninck.

Dean Ferris leads team Australia and pairs up with Kirk Gibbs and Team Suzuki World MX2's Hunter Lawrence. Lawrence comes of his career first race win and pole position at the MXGP of Pays de Montbéliard only weeks ago.

Team Switzerland will be a force to reckon with as well with Wilvo Yamaha MXGP's Arnaud Tonus, Team Suzuki World MXGP's Jeremy Seewer, and Honda Redmoto Assomoto's Valentin Guillod. Tonus while returning from injury has an MXGP race win to his name in 2017 and Seewer steps up to the 450cc after finishing second in the 2017 MX2 World Championship.

Some other strong contenders are Italy's now 9-time world champion, Red Bull KTM Factory Racing's Antonio Cairoli, who clinched his 9th title 3 races short of the full season and had 2 second place race results in the 2016 MXoN, Slovenia and HRC's Tim Gajser, who is the 2016 MXGP World Champion, and Danish rider and Rockstar Energy Husqvarna Factory Racing's Thomas Kjer Olsen who finished third in his rookie 2017 MX2 season.





RIDER OF THE MONTH

# King Tony









Red Bull KTM Factory Racing's Antonio Cairoli has added to his already impressive resume another FIM Motocross World Championship title to his name just weeks ago and is now a 9-time world champion (2005, 2007, 2009, 2010, 2011, 2012, 2013, 2014 and 2017). The Sicilian often referred to as "King Tony" is now only one winning season away from matching the legend, Stefan Everts record of 10 World Titles. Cairoli entered his first FIM Motocross World Championship race in 2002 and has since become one of the most dominant rac-

ers in MXGP history. The multi-time champion came into 2017 with a vengeance and while the past 2 years he hadn't seen the dominance we were all accustomed to, that all changed for the better in 2017. It was 13 years ago that Tony scored his first Grand Prix win, which he obtained in his rookie season riding for De Carli Yamaha back in 2004, a season in which he finished an impressive third overall. The following year, in 2005, he claimed his first world title in MX2. 2006 was another hard fought season for Cairoli but one where he would come up just short of the

title finishing second in the championship to Christophe Pourcel. That season the Italian finished the season having two scoreless races, one in Spain and another in Bulgaria. The following year saw Tony again return to the top of the standings and in dominant fashion winning 20 of the 28 races he entered. At the conclusion of the season Cairoli was 150 points clear of his nearest competitor Tommy Searle. 2008 was a tough year for Tony as it would see him face injury and sit out the majority of the season. One year later Cairoli joined the ranks of what at the time









was MX1 and in his rookie season took his 3rd world title aboard his Yamaha Red Bull De Carli machine. 2010 again saw change for Cairoli but instead of who he raced against it was what he race on. Cairoli joined the Red Bull KTM Factory Racing team for the 2010 season and defended his title.

The following seasons were filled with wins for Cairoli as he backed up his title year after year but in 2015 knee issues slowed the Sicilian and he would finish 7th in the Championship. In 2016 Cairoli's comeback started before he lost out on the title to HRC's Tim Gajser. Prior to 2017

many began to question the future of the multi-time champion who was now 31 years old.

Though Cairoli started his season to many as an under dog his performances quickly turned heads and after winning the first race of the championship in Qatar Tony continued to impress with his amazing comeback at the MXGP of Trentino, from last to second in race 2 for the overall and his battle with Herlings throughout the season, most notably Lommel and Ottobiano. Cairoli defines what a champion is and after 8 prior Motocross World Championships this year is one the

most impressive when he claimed it with three races still to go.


Out of thirty-eight gate drops in the 2017 FIM Motocross World Championship, Cairoli only needed thirty-five to clench his 9th World Title. The Veteran from Patti, Italy, had a consistent season from the start out performing his competitors on many occasions from his best days to his worst he proved once again why he is known as "King Tony".





The Pirelli logo, consisting of the word "PIRELLI" in a bold, red, sans-serif font, is centered within a yellow rectangular background.

WE BUILD A TRIP TO THE  
PODIUM INTO EVERY TIRE.

A black and white photograph of a three-tiered podium, viewed from a low angle looking up. The podium is made of dark, textured material, possibly stone or concrete, and is set against a dark background.

66 podium wins in the MX Championship prove we build winning tires. The Pirelli Scorpion™ range is no exception. Six tread patterns and compounds, built to dominate in all conditions. It's the choice for professionals and amateurs alike who want podium performance out of every ride.

FOLLOW PIRELLI MOTO:

The MX66 logo, featuring the letters "MX" in a stylized, bold, red font, followed by "66" in a larger, red font. Below "66" is the word "times" in a smaller, red font. To the right of "66" is the text "world champion" in a small, black font. Below the entire logo is the word "SCORPION" in a bold, black font, followed by a small "X" and "MX" in a bold, black font.



# TWITTER, FACEBOOK

## IN THE WORLD OF #MXGP

### @TheCouchRacer

Good to see an Aussie win in World MX again! The first one in a looong time!

### @TomJacobsEVO

Always cool to see the enthusiasm of @MaxAnstie!! Well deserved first qualifying @mxgp win #mxgp #MXGPVillars

### @MarshalWeltin

Bring on the weekend! Last EMX 250 round of the year. @mxgp Reppin' the home team bud\_racing

### @PaulsJonass41

Last gate drop of 2017 @mxgp season is just few days away. See you this weekend in France

### @GoPro

Unstoppable. #GoProAthlete @Antoniocairol took home his ninth @MXGP title after win-ning in Assen this weekend. #motocross

### @jonobavin

Go hard @CDuncan151 you have 3.8m kiwis behind you.

### @allardkalff

Time to leave ttcircuitassen @mxgp was awesome. So pure. Great racing. #rtlgp #mxgp

### @hondaproring

Thank you to @bobryshev777 for being a part of the HRC family #Honda #MXGP #Teammates #HondaRacingFamily

### @mc\_villarsousecot

The final and last start of an unbelievable career... What can cross @livialancelot114's mind..?! Wish the best for your next chapter

"MXGP Facebook Page has reached the 2 million page likes and celebrated this major milestone with a special LIKE and SHARE in which one winner won 2 VIP Gold Skybox Weekend passes to the upcoming 2017 Monster Energy FIM Motocross of Nations Presented by Fiat Professional. Congratulations to Christopher Lee Jenks! Enjoy the MXoN!"



An insane round for the Women at the 2017 MXGP of Pays de Montbéliard; Watch the News Highlights HERE



Have a Look at the MX2 American Battle for the lead at the Monster Energy MXGP of USA. Covington vs Hampshire in the #DontCrackUnderPressure





# BOOK, INSTAGRAM, YOUTUBE



**@acerbismotorsport:**

A good #wheeliewednesday with #acerbisathlete @hunterlawrence\_, 2nd in the last #MX2 race at #mxgpvillar



**@marcdereuver**

With the champ @pauls-jonass41 and our second mother @valentinarnagni #whataride #mydream-cometrue #sjampan



**mc\_villarssousecot**

The final and last start of an unbelievable career... What can cross @livialancelot114's mind..?! Wish the best for your next chapter champ #Team114



**@dsanayei**

When the monster party is too fire



**@marcobens**

train like an athlete. Sleep like a baby. Win as a champion" 222 #GoFastaEatPasta #WorldChampion

IN THE WORLD OF #MXGP























# Jacky 'Four Stroke' Martens

When you are born in Lommel, can you do another sport than Motocross? Jacky Martens is one of those kids who dreamt to become a champion and he did it even if he had to wait many years before celebrating his 500cc World title at the age of thirty.

Born on the 3rd of July 1963 Jacky did his first race when he was sixteen years old and had to wait several more years before winning his first international race during the 1983 Cup de l'Avenir. Ten years later he was crowned World Champion and opened a new area for Motocross as he was the first rider to win this title aboard a four stroke machinery for more than twenty years.

Although Jacky started racing pretty late, he didn't wait so much to enter his first GP, and just three years after his debut, he scored his first point in the 250cc World Championship. In 1982 he only took part in one GP, but the following year he entered the whole series on a KTM and he obtained his first podium finish in Frauenfeld, Switzerland, with a third.

After obtaining more support from the Austrian company he became one of the top riders in the 250cc class, improving regularly his results to finally win his first GP in Bielstein (Germany) and scored a final fifth position in 1984.

In 1985 Jacky moved to the 125cc class and he also obtained some podiums, but his season suddenly stopped with a broken knee. He was out of action during nearly one year and he just scored a few points during his come back at the 1986 Swedish GP.

With his tall size Jacky moved up to the 500cc class in 1987 and impressed the World with a stunning victory during the fifth round of the series in Sweden. However, Jacky was missing some consistency, and with another heat win in the Netherlands he entered the top ten of the series with an 8th overall. Improving his performances each year he finally came close to the podium with a 5th position in 1988 and a 4th in 1990.

In 1991 Jacky had a very strong rival in the likes of Georges Jobe

and they were very close in the point standings when the championship came to the penultimate round of the series in Luxembourg. Unfortunately, Jacky made a mistake and he finished runner up in what was his last season with KTM.

Convinced that the four strokes would be the future of the sport, he signed with Husqvarna, which was an Italian company at that time, to develop a new project. The first year was a tough one with a lot of technical troubles, but both Jacky and the Italian engi-







neers never gave up and finally reached their goal as they won the 1993 World Championship. It was not an easy achievement for Jacky, as Swedish Jorgen Nilsson was a strong opponent; Nilsson won the first three GP's while Jacky broke his nose twice in Great Britain and Austria! After three races Jacky was far behind Jorgen (68 points vs 124) but thanks to the race format – three heats and 60 points per GP – the Belgian could reverse the situation when he started winning heats and GPs. But it was a close battle, as Jacky finally beat Nilsson by three points after twelve rounds and thirty-six heats!

In 1994 he had another tough battle with another Swedish rider, Marcus Hansson, and again the title was decided at the last round. A crash cost Jacky the

title, as Hansson beat him by seven points. It would be the last time that Jacky raced a full championship, as injuries stopped him during the following seasons. He finally retired from GP racing in 1998, but he raced some more years in Belgium

before entering another successful career as team manager with his JM team, working first with KTM and now with the factory Husqvarna since 2014.

Text and Photos: Pascal Haudiquert

- 1982: 46th of the 250 MX World Championship (KTM)**
- 1983: 13th of the 250 MX World Championship (KTM)**
- 1984: 5th of the 250 MX World Championship (KTM)**
- 1985: 8th of the 125 MX World Championship (KTM)**
- 1986: 59th of the 250 MX World Champion (KTM)**
- 1987: 8th of the 500 MX World Champion (KTM)**
- 1988: 9th of the 500 MX World Championship (KTM)**
- 1989: 5th of the 500 MX World Championship (KTM)**
- 1990: 4th of the 500 MX World Championship (KTM)**
- 1991: 2nd of the 500 MX World Championship (KTM)**
- 1992: 11th of the 500 MX World Championship (Husqvarna)**
- 1993: 500 MX World Champion (Husqvarna)**
- 1994: 2nd of the 500 MX World Championship (Husqvarna)**
- 1995: 5th of the 500 MX World Championship (Husqvarna)**
- 1996: 7th of the 500 MX World Championship (Husqvarna)**
- 1997: 14th of the 500 MX World Championship (Husqvarna)**



# LC-GPA NEW GET LAUNCH & CONTROL SYSTEM



PH: Luca Armellini



Developed together with the top MXGP Teams, LC-GPA combines the GPA Technology with an extremely efficient Launch Control System. Thanks to its 10 LEDs, the new LC-GPA will guide you towards the right RPM range to get the best start and also, to set the desired power control level under all ground conditions.

## MAIN FEATURES

- High-end **LAUNCH CONTROL** strategy
- Realtime **GPA** Level Setting
- Shift **light** and overheat **alarms**



Via delle Albere, 13  
36045 Alonte (VI) - ITALY  
Ph. +39 0444.72.72.72

[www.athenaparts.com](http://www.athenaparts.com)  
[www.getdata.it](http://www.getdata.it)

Follow us!

AthenaSocial  

**MXGP**

**ATHENA**  
EQUIPMENT PARTNER



01



## Paddock Talks

**01/**Alpinestars making the medical crew look good in USA!

**02/**Eli Tomac joined in the Studio Show and the racing at the Monster Energy MXGP of USA!

**03/**Some of the biggest names in motocross working together!

**04/**It was great having Ricky Carmichael at the Monster Energy MXGP of USA.

**05/**Marvin Musquin took in the sights of MXGP!

**06/**The crazy Cairoli fans loving life! Kevin Strijbos behind the handle-bars!

02



03



04



05



06

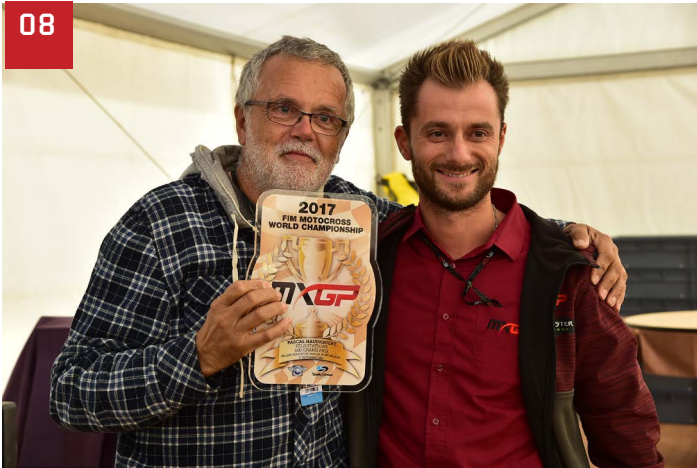




07



08



## Paddock Talks

**07/** Scott Redding supporting his girlfriend Kiara Fontanesi.

**08/** Pascal Haudiquert celebrated his 500th GP as a journalist and photographer in Villars sous Ecot.

**09/** Alpinestars athletes presented the 2018 gear to the media in France.

**10/** Former MX World Champion Sebastian Tortelli giving support to some WMX riders.

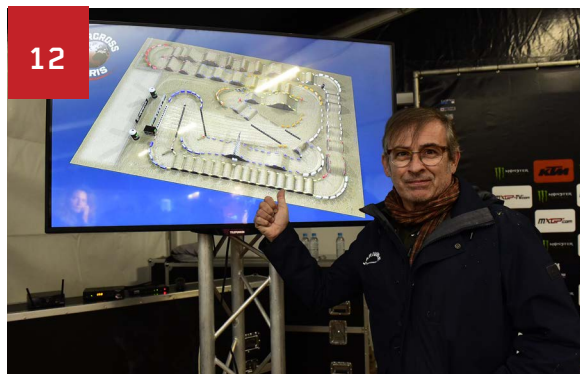
**11/** Xavier Boog was around the paddock in Villars sous Ecot.

**12/** Supercross de Paris sports director Xavier Audouard

09



12



10



11







# Joel Robert's RH70

## Suzuki 1970 250cc

Joel Robert is a rider who really needs no introduction, but for the sake of this feature we will simply say that his six world titles and fifty grand prix victories place him third on the all-time win list behind Stefan Events and Antonio Cairoli. As a rider, he raced for CZ and Suzuki and became the first rider to win back-to-back world championships for two different brands, winning his third title in 1969 for CZ and his fourth on a Suzuki in 1970, and it's his Suzuki RH70 that we will cover in this issue of MXGP Magazine.

The first ever 250cc world championship season commenced in 1962 after being upgraded from European championship status at the end

of 1961 and each title race had been dominated by European brands; between 1962 and 1969 Husqvarna CZ had won four titles apiece but Suzuki were about to rewrite history.

In the 1968/1969 seasons history was made for the first time as Suzuki became the first Japanese brand to enter the world championship with 'test rider-come-racer' Olle Petterson from Sweden, and by the end of that second season Suzuki felt they were ready to commit as serious title challengers. Petterson remained as the third rider but Suzuki brought in two of the most successful 250cc racers of that time; Joel Robert and Sylvain Geboers. As

teammates at CZ they placed 1st and 3rd in 1968 and were 1st and 2nd in 1969. They were also Belgian and had a great bond, as Sylvain recalls.

'We were already teammates from '68-'69 riding for CZ with good results. I looked up to Joël and used him as my teacher; in fact he never worried about me following him studying his lines and technique. That was a big help improving myself as rider. Today I still call him Metre (teacher). I ended with CZ right after Motocross des Nations in 1969 and made my first test for Suzuki in Hamamatsu in November. The first test involved us being in Japan for two weeks with the next test in January 1970 in Belgium.'



## The Programme

When Suzuki joined the world championship in 1968 it was with a full factory bike as production did not exist and as the new kids on the block, Suzuki showed a real serious side to the task at hand. There was no way it was going to be held accountable to the homeland by being an embarrassing flop; not on the world stage. No way! When testing began with Robert and Geboers in November 1969, nothing was too much trouble.

'From the first test in Hamamatsu, the staff worked day and night. Any request for changes was performed overnight. There was no such thing as an engine man or a frame man; in those days, everybody and each technician worked together as team and became all-round specialists in engine and chassis areas. Their names were

Katsuhiro-san, T. Sezaki-san, H. Sezaki-san, Harada-san and Sano-san. There were also many others,' recalled Geboers. 'We had permanent support by Japanese staff with four or five members between February and September. We also had an interpreter.'

Such was the desire to succeed that from the first test in Japan the team felt they were in a great position to take 1970 by storm. They believed that it was possible to have all three riders finish inside the top three in the championship.

## Full Factory

There was no mistaking the precious metal of the RH70 when it lined up on the grid. Everything about it was way ahead of its time; it was faster, lighter and handled better than anything else out there. It was almost an unfair advantage. The

chassis was up to 20kg lighter than its closest rival, and in terms of its handling capabilities, according to Sylvain Geboers the difference in handling between the Suzuki and the CZ 'was not comparable; it was like riding a Porsche sports car compared to a Ford Mustang.'

Everything from the lightweight, handmade aluminium fuel tank, to the Magnesium engine cases and hubs made people stand back in awe at this beautiful work of art. KYB had done their bit too, with aluminium twin shock bodies at the rear. The engine was obviously full factory but compared to the European rivals, was bang up to date with the latest technology of that time.

All three bikes of Robert, Geboers and Petterson were the same except for one or two things! They all ran their own shape handlebar made in-house







at Suzuki. They were all free to make their own tyre choice, from Trelleborg to Metzeler. They also had their own preference in footpegs, rear brake pedal and gear lever. Even back then, seat foam strength was an option as well as seat height. Other than that, all other chassis parts were equal. Cylinder port timing and carburetor settings were also the same but there was a choice between power delivery with a choice of exhaust pipe to offer more top, middle or bottom end power. No matter what they ran, the power delivery 'was far more superior compared to its competitors.' Perhaps one of the biggest gains was how much more effortless it was for the riders to change gears; the 5-speed full factory gearbox was so much smoother to change compared to the Husqvarna and the CZ. Times were really changing, and Suzuki

was at the forefront of the latest technology.

As with all things new though, it wasn't always plain sailing. 'Sometimes the handlebars cracked on the crossing bar welding and on one occasion they 'bars snapped on JR's bike! It was a different time; in those days there were spark plug failures, punctures, ignition failures and cracked frames. But with Suzuki we never experienced transmission, crankshaft or piston trouble,' remembers Geboers. Perhaps that was why 1970 was such a successful season.

### History boys

When the season kicked into life in Spain Joël Robert stood on the top step of the podium at the very first attempt. Suzuki were pipped to the post at round two though by Husqvarna's Tor-

leif Hansen but the pairing of Robert and Geboers was just too strong for the rest of the competition. The RH70 dominated the next six GP's, with both riders taking three wins apiece. Geboers went on to win the tenth round and the title race went down to the final GP of the season; Joël Robert won the title by two points over Geboers and Suzuki had just won the 250cc world championship at its first serious attempt, winning eight of the twelve GP's on offer; four each to both Robert and Geboers. Suzuki had just raised the bar and it was up to the other brands to follow its lead; it was another Japanese brand that took the 250cc title in 1973 but not before Robert and Suzuki claimed three-in-a-row. A new generation of motorcycles was in the making and it was Suzuki who created the dynasty.



# NEW OFF-ROAD CONNECTING ROD KITS



PH: Luca Armellini



## MAIN FEATURES

Brand new entry to Athena's product range, our connecting rod kits can offer:



- **Same performances** of OEM parts
- **High quality** and lightweight structure
- **Reduced** rotational and alternating stresses
- **High resistance** to mechanical vibrations

Discover all the product applications on [athenaparts.com](http://athenaparts.com)



Via delle Albere, 13  
36045 Alonte (VI) - ITALY  
Ph. +39 0444.72.72.72  
[www.athenaparts.com](http://www.athenaparts.com)

**Follow us!**

AthenaSocial  

**MXGP**

**ATHENA**  
EQUIPMENT PARTNER



# MXGP's Stellar NASA Trip











Media Events are quite common for MXGP and the athletes, especially during overseas races, but sometimes the media events are once in a lifetime opportunities. When MXGP headed to the United States for the Monster Energy MXGP of USA, held in Jacksonville, there were many ideas for what to do during the media event but one possibility stood out more than the rest and that was to a special trip to the NASA's Kennedy Visitors Space Center, South of Jacksonville near Orlando.

One of the most unique media events of the year was set into action and on the Friday before racing the trip started. No one knew what to expect other than a drive along the Florida

coast toward Cape Canaveral. The road trip brought along Suzuki World MXGP's Arminas Jasikonis, Monster Energy Kawasaki Racing Team's Stephen Rubini, HRC MX2's Michele Cervellin, TM Factory Racing's Anton Gole and KTM Motocross Sports Director and former Motocross World Champion Joel Smets, in addition to representatives from, Youthstream, the MXGP Paddock and international media all of which were "Ready to Launch" as NASA says.

The group joined together in a van and embarked on the 2-hour trip. After taking selfies along the way and stopping for snacks at a roadside gas station the trip continued on. Everyone started to perk up when

the first NASA sign was seen in the form of a free-way exit sign to Kennedy Space Center. Minutes later the space center came into view with the rockets and the space shuttle display towering above the rest.

From the moment the group arrived riders and the media alike were anxiously looking from one display to another before even entering the gate. The group was then met by a NASA representative and brought inside. All the guests started out their tour by sampling astronaut ice cream, in room temperature, almost styrofoam texture pieces, which to the surprise of everyone tasted identical to real ice cream.



Following a few welcome photos with the tour guide and the NASA globe, the riders and guests walked through the Rocket Garden they had seen driving in, then continued on passing the Apollo display on the way to the Kennedy Space Center Visitor Complex where the attention turned to the space shuttle Atlantis, America's 4th space shuttle and the last space shuttle to complete a mission.

The riders were shown a presentation about the shuttle, its construction and purpose before seeing it first hand and taking photos with the space craft. The event started in a serious fashion but quickly turned into a vibrant and fun event giv-

ing the riders a chance to loosen up before racing later in the weekend. The riders and guests started interacting with displays, testing out a replica cockpit and space station, plus they took a trip down the Kennedy Space Center slide, and in the lighthearted atmosphere Arminas Jasikonis 3 or 4 trips down the slide. Meanwhile Anton Gole pretended to be an astronaut taking photos with a manikin, Michele Cervellin and Stephen Rubini took off their shoes and experimented with how life would be in a space shuttle on a mission going through tunnels and pretending to be in zero gravity.

Jasikonis when asked about his time at NASA said, "It was cool, it was

a lifetime chance to see NASA. It was amazing to see how everything works and how big it looks actually, you don't realize how big it is when you see it on TV, so everything all in all was a really nice trip and worth it. I enjoyed it, it was a good thing to see and I had good people around me."

After a trip to the gift shop, the crew headed back to the track and in the end everyone loved the lighthearted and fun event in a trip that was very much a once in a lifetime opportunity and very much worth it.





# MXGP Academy Rec





The image shows a group of four young riders and an adult male standing behind a long table. The riders are holding certificates. The table features MXGP and Monster Energy branding. A large Monster Energy can is on the right.

**Background:**

- Left: YouthStream DREAMS FACTORY logo.
- Center: MXGP.com logo.
- Right: A vertical strip of logos including GoPro, PIRELLI, TAG Heuer, Alpinestars, FOX, TENTINO, RSCG, THOR, Arai, UFO, and ARIMA.

**Table:**

- Left: MXGP logo and FIM MOTORCYCLE WORLD CHAMPIONSHIP text.
- Center: MXGP Academy logo.
- Right: Monster Energy logo.

**Bottom:**

- Left: #MXGP hashtag.
- Center: MXGP-TV.com website.
- Right: Monster Energy logo.

**Right:**

- A large black can of Monster Energy with the text "NE + TAURINE" and "MONSTER ENERGY".





The last MXGP Academy certification of 2017 was held at the MXGP of the Netherlands. For those who may not know, MXGP Academy is an on site school for local youngsters at various GP's on the 2017 schedule. The Academy is a joint effort between Youthstream and FIM Europe. Headed up by the FIM Europe deputy and project leader Martin de Graaff, the program's goal is to create professional motocross athletes not just racers, taking good riders and making sure that they are supported and educated in multiple disciplines.

Assen was the last one of a series of 8 events this year (Latvia, Germany, Switzerland, Portugal, Russia, Czech Republic, Italy and the Netherlands). The various 2017 Academies have had a great effect on both riders and parents with an increase of trainers working within the program and a new MX-A certification to which a total of 125 riders were awarded certification for completing the program.

In Assen the program was taught by Jan Postema and John van den Berk as trainers and Martin Van Genderen as project

coordinator who together worked with both the students and the parents on everything from rider nutrition to attitude, and toolbox cleanliness. The students at the Netherlands' Academy were also part of a special awarding of the certificates by Youth-stream Vice President, Mr. David Luongo and FIM Europe President, Dr. Wolfgang Srb.

Each academy is supported by the local federation which choose the young riders who will participate. The schedule of an academy involves a motor-training on the Fri-



day prior to the GP on the circuit where most of the young riders get a great experience to ride the same course that their idols will race and then there is the popular and important hour and a half workshop with the parents on the same Friday evening.

In the words of FIM Europe President Dr. Wolfgang Strib, "It is one of the most important ventures we have had over the years, we teach the boys and the girls how to ride but also important is the meeting with the parents and telling the parents how to behave. Parents sometimes put big pressure on their kids and that is not good at all, the kids must enjoy and parents must understand to give them all

your patience, talk to them in a nice way, and make them feel at home and safe so they can enjoy what they are doing."

This winter will also host two trainer meetings, the first in Riga on the 17th November and the second in Malaga on the 29th of December. Riga will host the trainers from the Northern region (Latvia, Denmark, Russia, Finland, Norway and Romania), while Malaga will host trainers from the southern region (Spain, Portugal, France and Italy). There is also a German and Dutch program in the works as both have a large number of trainers seeking certification. These meetings insure that the certifications and education are the same throughout the vari-

ous countries.

With 2017 being a huge success next year will continue in the same format, including Academies in 7 countries plus the train the trainer program as well with a goal of 150 new trainers to join the platform and be able to certify riders in 2018. In addition a certification program is also planned in 9 different countries and there will be a stronger integration between the Academy and Off Road Safety, pairing perfectly with the TRAIN THE TRAINER program, the teaching will strive to get a higher level of safety at the local motorcycle clubs.





# QUESTIONS TO THE EDITOR

Dear MXGP,  
What channel is the MXoN series on in the US

**Thanks,**  
**Bryan**

**Dear Bryan,**

The MXoN will be broadcasted in the United States and Canada via CBS Sports Network on October 1st, from 2pm EST (11am PST) to 5pm EST (2.00pm PST) and will replay the event on Monday the 2nd from 7.00pm EST (4pm PST) to 10.00pm EST (7.00pm PST).

**Best Regards**  
**MXGP**

Hi MXGP,  
For the MXoN should I buy a pit pass early or will enough be at gate Sunday morning?

**Thanks,**  
**Tony**

**Hi Tony**

Thank you for your question. You can either easily purchase your paddock entrance online or at the entrance once there.

**Regards**  
**MXGP**

Hi MXGP,  
What is the Price of the MXoN on MXGP-TV?

**Thanks,**  
**Louise**

**Hi Louise**

The Monster Energy FIM Motocross of Nations Presented by Fiat Professional is available on MXGP-TV at 25.99

**Regards**  
**MXGP**

Hi MXGP,  
Is the Teams Presentation open to everybody?

**Thanks,**  
**Shaun**

**Hi Shaun**

Thank you for your interest. We are glad to say the Teams Presentation is taking place on Friday 29th September at 18:00 at the Podium Area and it is open to the whole public. there.

**Regards**  
**MXGP**

Hi MXGP,  
How many Nations qualify on Saturday for Sunday's races?

**Thanks,**  
**Janine**

**Hi Janine**

As so far we have 39 Teams the first 19 will qualify for the Races, while the rest will go to B and C Final

**Regards**  
**MXGP**

Hi MXGP,  
Would you know what channel the racing would be aired on? I'm currently in Mexico and wanna watch the race while on holiday if they've got the channel!

**Thanks,**  
**Ashley**

**Hi Ashley**

Thanks for message we're glad you want to watch! If you log on to [www.MXGP-TV.com](http://www.MXGP-TV.com) you watch from anywhere in the world.

**Regards**  
**MXGP**



# NEW POWERSPORT GEAR BAGS COLLECTION 2017

Alessandro Lupino. PH: OlafPix.com



## MAIN FEATURES

- **Wide mouth opening** for easy access to all gear compartments
- **Large main compartment** to store essential gear
- Special **heavy duty fabric** which increase durability and abrasion resistance
- Reinforced **Wheel Set**
- Telescopic **pull handle**
- **High Capacity** from 107 to 160 L

Check out the **NEW COLLECTION** and discover all **LATEST SPECIAL DEALS** at our online shop!

[mxgp-ogio.com](http://mxgp-ogio.com)







CARO

[f](#) [@](#) [t](#) [v](#) MONSTERENERGY.COM